



David's G524WAC.

G-WAC Notes

From the
Project Jay Preservation Group

**A News sheet for those who are interested
in the early Land Rover Discoverys**



John's G461WAC

January 2014

With the daylight hours now at a reasonable length, the garage is becoming more inviting; at least at home I am working inside, unlike the tasks that I can undertake outside on the pre pro, when Ripon 4x4 have not got her on the ramp doing the welding.

I ran 526 in all the salt and snow last year, which didn't do the underside any good, so I promised myself that she would be parked up this winter and I would buy an old runabout for when I couldn't get the car out. Perhaps a Freelander or a Punto.

A friend in Scunthorpe had a '93 3-door 200Tdi for sale so I bought it, more about it next month.

New enthusiast, Jon Isaac

A warm welcome to Jon this month. He was contemplating scrapping G843FPR, but with a bit of gentle persuasion, he says that he will keep it.

Jon will give us more detail for the February Notes.

Well done Jon, hope to see you at Plymouth, it will look well on the Hoe, alongside Sue's G834FPR.

Local Classic Shows for 2014.

I subscribe to a newspaper called Classic Motor Monthly, and with the February issue each year is their CMM Almanac, which lists shows from all over the UK.

The main organiser for the events here in the North is Mark Woodward, which are all in the 2014 Almanac, www.markwoodwardclassicevents.co.uk,

His first local event is just a spares day at Skipton on 20th April, then he is at Raby Castle 15th June, Leighton Hall 6th July, Hutton-in-the Forest 13th July, Raby Castle again 17th August, and then at the Ripon Racecourse 31st August.

I hope to be at a few of the shows with 526, James sometimes comes along too with 534, they look well sat side by side in the show ring. Perhaps I can get 478 to one of the shows, in a "work in progress" state.

Mark also organises the Newbury 4x4 Spares Day, the Eastnor Castle Land Rover Show and the Bristol and West Show. He will also be at the NEC Classic Motor Show.

Dedicated supplier of corrosion/rust free panels and blue trim.

Chris Hodson has been supplying rust free panels and body shells for Range Rover Classics for some time now, and has realised that there is now a demand for items for the early Discovery.

If you need any doors, panels or a full basic shell, he can obtain them from abroad, where they have not been subject to winters like ours.

He is now looking for blue trim to satisfy our needs, and will supply to order.

Based in Staffordshire, he can be contacted on 07842 818294.

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Sonar blue trim for 601

It's amazing what you come across when you are not looking for it. I was at a dealer looking for parts for one of my Series Land Rovers, and on show in the reception was a rear seat backrest for a Discovery, in Sonar.

I enquired about the backrest and was told that it had been in stock for years and was on display to see if anyone was interested in it. Just what I need as all the seats in my car have had a hard time.

Of special interest is that it has the zipped pocket at the rear for the storage of the sunroof glass when it is removed for extra ventilation.

In the store were also the rest of the rear seats, so I bought the lot for £40.

Chris.

The 24th Birthday Weekend last year.

Over 50 Land Rovers helped the Devon and Cornwall section of the Discovery Owners Club celebrate the Land Rover Discovery's 24th Birthday last year. With vehicles from all over the Country. There were two very fine G WACs brought along by Roy Preston and Chris Lowe.

On Friday, there was a choice of (a) scenic drive over Bodmin Moor, then heading up to the North Cornwall coast to Bude, or (b) local greenlaning trip, this ended up at Looe for a fish and chip supper. Approximately 15 vehicles took part in both of these.



Friday on Bodmin moor.

On the Saturday morning on Plymouth Hoe, the rain stayed away (just) although the wind blew. At 13.00hrs the rolling birthday celebration moved off the Hoe and headed towards Mount Edgumbe via the Torpoint ferry. The party had the ferry all to themselves with the exception of the obligatory pink double-decker bus. Also, there were two owners whose Discoverys broke down on the way to Plymouth, but instead of giving up on the weekend, they went home and got their other cars, both of which were French hatchbacks.

Once in Cornwall, with the sun shining, the normal stop took place in the only lay-by in South East Cornwall big enough for 50 Land Rovers. Arriving at Mount Edgumbe, the estate looked resplendent with its trees in autumn colours. There was an hour spare to have a

look around the grounds, and then at 16 00hrs the party moved off for the Deer Park drive, although there were no deer to see.

Saturday evening was the Social/Raffle/Auction and was a very pleasant affair. The carvery roast went down really well, and the evening's fun was topped off by the brightest outfit competition, well done to Joanne Armstrong for her very loud ensemble.

Most of the party met up again on Sunday morning at Tesco, Lee Mill, and from there set off for the Steam Railway Station at Buckfastleigh. Once at the station there was a choice of things to do, including a ride on a steam train down to Totnes or visiting the adjacent Butterfly and Otter sanctuary.

On Sunday afternoon at 14.00hrs the convoy moved off from the station for the last time of this Birthday Weekend. The hour-long drive over to the Two Bridges Hotel was a treat and the rain managed to hold off. After an hour or so it was time for everyone to say their goodbyes and as if on cue the skies opened and for the first time it rained.

We would like to say a BIG THANK YOU to everyone who turned up and bought raffle tickets, stickers and plaques, and bid on our Auction lots. With your help we raised a MASSIVE £1425 for the years chosen charities, which were The Jubilee Sailing Trust and The National Coast-Watch Institution.

Plans are well ahead for the 25th Birthday Party, and details will be on the Birthday Party website at www.discoverybirthdayparty.co.uk in due course. See you all there.

Lee

Repairing the front bumper on G513DHP, the pre pro 5-door.

The bumper was quite tidy to look at but had some rust and holes at the ends. I thought it best to fix now whilst our local indie, Ripon 4x4, was welding in new sills and inner front wings. To leave it to fester away would only mean a fix later on.

I could have welded a plate over to cover the holes, but I prefer to get rid of the rust by cutting it out and welding new steel in.



Bumpers are quite substantial on the D1, so a piece of 1.5mm plate was selected from my oddbins and cut to size. I am not yet proficient with the MIG, so I used the oxy/acet kit that I have. The MIG is with our son at the moment, he is welding the bulkhead on a 90 that he has bought for our grandson. Must get the grandson onto a Disco soon.

Roy

G478WAC

I bought 478 about 14 months ago, as a non-runner, delivered on a trailer. She was pushed straight into the garage to store for the winter, with the intention of making a start of the restoration in the spring of 2013.

A carburettor V8, she is one of the 12 Foxfire Red cars used at the launch in 1989, and is the only launch car in Foxfire still alive, so quite a unique car.



Due to my hip replacement operation in February 2013, and complications later resulting in a pulmonary embolism, I was out of action for a few months and so could not carry out any restoration work on her. Added to the delay in starting the work, was the fact that Graham had to abandon the restoration of our pre pro 5-door, G513DHP, which was being worked on at his place of work in Nottingham.

513 is now with me, currently away at Ripon 4x4 having all the rust replaced with new metal, so with the two restoration projects under way, 478 took a back seat in favour of 513. But with the 25th Birthday Party only nine months away, it is time to get on with the job.

The first thing to do with 478 was to get the V8 running so that I could move her about the garage. The previous owner told me that it had low oil pressure; at least I thought that he said low oil pressure, but with the spark plugs out and spinning over on the starter there was no oil pressure at all.

The V8 is well known for oil gradually running back from the oil pump during a long lay-up, she has not run for two years, so with the pump base removed it was quite clear that there had been no oil in the pump for some time.

Filling the pump with Vaseline to get some suction is the recommended cure, but at cranking speed it still did not produce any oil at the pressure switch.



A call for help to Richard Wilcox, of the Discovery Owners Club, produced a special tool that could be inserted in place of the distributor, to drive the pump with an electric drill at a faster speed than cranking speed

With more Vaseline in the pump and a temporary test lamp connected to the oil pressure switch and the positive terminal of the battery, the drill was run at its fastest speed and in no time the oil light was extinguished. Eureka.

I had already replaced the two-year-old petrol that was in the fuel tank, and with the spark plugs refitted the engine burst into life. The hydraulic valve lifters rattled for more than five minutes before filling with oil, and then all was quiet.

I am looking forward to getting her on the road, but there is the dreaded rust to contend with and a complete brake overhaul is required, new callipers etc.

Roy.

Changing the air-intake filter

The Discovery 1 is equipped with a long rectangular rubber-foam filter, that has to clean the air coming from the outside into the passenger's cabin and otherwise to collect dirt/dust from the engine bay getting on to the windscreen.

The filter is of six different sizes and is located in a large plastic cage beneath the windscreen and the rear bonnet seal. People can see the important part, only when the bonnet is opened. (See photo).



Due to the age of my 92er Discovery 200Tdi, the filter-elements have been very dirty and crumbling away and so being not able to do the job any more. Therefore I've swapped the filter, which is available as a genuine part no. STC738.

Changing is a simple job pulling out the six filter-elements with the tips of the fingers and to get in the new ones exactly, after a good cleaning of their cage with a suitable vacuum cleaner.

Strangely this service-point is mentioned neither in the operating instructions nor in the Haynes Manual. Therefore, I think it is a good idea, to share this practice with the other owners of an early Discovery. Dr. Diether Hofmann

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G-WAC Notes on websites

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[Home of the Project Jay Preservation Group](#)

More articles on Graham's website, www.g-wacdiscoverys.net
grahambethell@virginmedia.com

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Brian Radford, of Northmead 4x4, is keeping up-to-date with a copy of the Notes on his website. All the back issues from the start in May 2007 are there.

He also has another website to advertise Classic Rallies and shows.

www.northmead4x4.co.uk/gwac_discoverys.htm
www.classicrallies.co.uk/index.htm

Northmead Online
www.northmead.co.uk



Compiled by Roy Preston. If anyone would like to contribute an article for these notes, or receive a copy, please email me at roy@g-wac.com or post your address to B R Preston, "Scawdel", Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124. Mobile 07876 473714

Current known owners of launch cars. @ January 2014.

G457WAC	Julian Lamb
G459WAC. (Amphibian)	Land Rover
G461WAC	John Boucher
G463WAC	Ian Rawlings.
G465WAC, G478WAC & G526WAC	Roy Preston.
G469WAC	Lee Barnett
G470WAC	Frank Elson.
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Clive Richfield
G490WAC & G496WAC	Rob Ivins
G494WAC	Mark Harrow
G510WAC	Nick Prior
G511WAC	Colin Crossley
G534WAC	James Brackenbury

There were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC.

Other known launch cars on DVLA site.

G466WAC, G477WAC, and G525WAC

Other pre-production, G-WACs and early cars

B62 COH & C60 JKG	Philip Bashall (The Dunsfold Collection)
C742HUH	Charles Whitaker
G226EAC	Project Jay Preservation Group
G513DHP	Project Jay Preservation Group
G279WAC	Neal
G302WAC	Sandy Andrews
G308WAC	Robin Gray
G310WAC	Mark Simpson
G311WAC	Ivor Ramsden
G312WAC	Simon Purcell
G315WAC	Owner not known
G316WAC	David Cox
G395WAC	Sean Coleman
G405WAC	Harry Harrison
G406WAC	Keith Britton
G410WAC	Alan Young
G563WAC	David Spirrett.
G601WAC	Chris Lowe
G603WAC	Ian Redfern
G610WAC	Kevin Bond
G611WAC	Jamie Menzies
G618WAC	Steve Ducker
G635WAC	Alec Gatherer

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A428JAC	Joel Prior
G28 RMW	Glyn Jones
G41 VHA	Simon Tinkler
G43 KWO	Victor Mitchell
G67 RYJ	Alan Mitchell
G101GEL	Keith Britton
G229TDV	Wesley Beynon
G234CBG	Dan Hunter
G374UYR	Jack Straw
G442AJM	Scott Seacombe
G466KUH	Tom Partridge
G553OWD	J Herod.
G656RYB	Graham Welch
G711YRY	Peter Hares
G757SGX	Paul Bishop
G767NRH	David Ashburner
G834FPR	Sue Harvey
G843FPR	Jon Isaac
G892VPM	Mike E Hall
G942UTT	Keith Taylor
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick
J140OAC Ambulance	Neil Witt.
J463HVK Ambulance	William Wallace
AZ-829-TJ	Raymond Bechetoille (France)
LA DC 502	Dr Diether Hofmann (Germany)
3656 TW 24	Keith S L Daffern. (France)